

ONLINE AUTOMOTIVE SERVICE INFORMATION SYSTEM FOR MARCH 2012

PRESSURE. IF CHMSL IS ISOLATED AS CAUSE OF LEAK, REPLACE PER WORKSHOP MANUAL (WSM) SECTION 417-01 (TIP: TORQUE RH FASTENER FIRST THEN LH FASTENER TO PROPERLY SEAT CHMSL) AND USE A AVAILABLE SERVICE LABOR TIME STANDARDS (SLTS). DO NOT REPLACE CHMSL FOR WATER DROPLETS AROUND THE OUTSIDE PERIMETER OF THE CHMSL LENS OR A SMALL AMOUNT OF FOGGING INSIDE THE LAMP AS THIS IS A NORMAL CONDITION. REPLACEMENT FOR THESE CONDITIONS MAY BE SUBJECT TO WARRANTY CHARGEBACK. REFER TO THE EXTERIOR LIGHT CONDENSATION WARRANTY JOB AID (PUBLISHED 7/28/2011) FOR FURTHER INFORMATION.

22276 TORQUE CONVERTER LEAK TEST - NEW SERVICE TOOL - 6R60/75/80 AUTOMATIC TRANSMISSIONS

SOME 6R60/75/80 AUTOMATIC TRANSMISSIONS MAY EXHIBIT A FLUID LEAK IN THE TORQUE CONVERTER AREA. FOLLOW WORKSHOP MANUAL LEAK CHECK TEST WITH BLACK LIGHT PROCEDURE, BY ADDING DYE TO DETERMINE THE LEAK SOURCE. AFTER PERFORMING THE LEAK TEST PROCEDURES, IF THE TORQUE CONVERTER IS A SUSPECTED SOURCE OF LEAK, REFER TO THE WORKSHOP MANUAL TORQUE CONVERTER LEAK TEST PROCEDURE FOUND UNDER DIAGNOSIS AND TESTING, LEAKAGE INSPECTION. THIS PROCEDURE TESTS FOR LEAKS AT THE COMPONENT LEVEL AND REQUIRES THE USE OF NEWLY RELEASED ROTUNDA ESST 307-691 PROVIDED IN TKIT-2012B-FL. ADDITIONAL TOOLS MAY BE ORDERED BY CALLING 1-800-ROTUNDA, OPTION 5. DO NOT INSTALL A NEW TORQUE CONVERTER FOR A FLUID LEAK CONDITION UNLESS A LEAK IS CONFIRMED THROUGH THE TORQUE CONVERTER LEAK COMPONENT TEST.

22277 2008-2010 F-SUPER DUTY - 6.4L - FUEL SYSTEM REPAIR/REPLACEMENT DUE TO FUEL SYSTEM CONTAMINATION - JOB AID REVISION

SOME 2008-2010 F-SUPER DUTY VEHICLES EQUIPPED THE 6.4L POWERSTROKE DIESEL ENGINE MAY EXHIBIT THE FOLLOWING CONDITIONS: CRANK NO START; LONG CRANK HARD START; RUNS ROUGH; LOW POWER; ENGINE KNOCKING; EXHAUST SMOKE; OR FRP SLOW TO BUILD. THESE CONCERNS MAY BE CAUSED BY CONTAMINATED FUEL. REFER TO THE REVISED 6.4L DIESEL FUEL SYSTEM CONTAMINATION DIAGNOSIS AND SERVICE PROCEDURE JOB AID AVAILABLE ON PTS OR FMCDEALER.COM. THE 6.4L DIESEL FUEL CONTAMINATION JOB AID HAS BEEN REVISED AS OF MARCH 2012 AND NOW INCLUDES FREQUENTLY ASKED QUESTIONS (FAQ).

22278 2010-2012 TRANSIT CONNECT, MIL ON, P0403 EGR CONTROL CIRCUIT

SOME 2010-2012 TRANSIT CONNECTS MAY EXHIBIT INTERMITTENT CONCERN MIL ON WITH DTC P0403 (EGR CONTROL CIRCUIT). CHECK THE EGR STEPPER MOTOR COIL RESISTANCE (SPEC IS 15-24 OHMS) WITH THE EGR CONNECTOR DISCONNECTED. IF WITHIN SPEC, THE EGR IS OK AND THE WIRING MAY HAVE BREAKS IN IT NEAR THE EGR CONNECTOR. WIGGLE TEST THE WIRES WITH THE CONVOLUTE TUBING REMOVED. IF CONCERN IS DUPLICATED, REPLACE THE EGR CONNECTOR WITH A PIGTAIL AND ROUTE THE WIRING AWAY FROM THE PCM CONNECTOR BY TAPING BACK THE WIRING TO THE EGR CONNECTOR ITSELF. THIS WILL SHORTEN THE WIRING TAKEOUT LENGTH AND PREVENT IT FROM RUBBING ON OTHER STATIONARY ITEMS DURING ENGINE ROLL/MOVEMENT. THIS CONCERN IS UNDER INVESTIGATION, MONITOR OASIS FOR UPDATES.

22280 2011-2013 EXPLORER, EDGE, MKX, 2011-2012 F-150 AND F-SUPER DUTY, 2013 FLEX, TAURUS, MKS AND MKT ADD ON EQUIPMENT CAUSING RUN-ON

2011-2013 EXPLORER, EDGE, MKX, 2011-2012 F150 AND F-SUPER DUTY, AND 2013 FLEX, TAURUS, MKS AND MKT VEHICLES ARE EQUIPPED WITH A LOW CURRENT IGNITION SWITCH AND